

#### **4.3.5.1.8 Socioeconomics**

This section analyzes the socioeconomic effects of the MOX Fuel Facility for each of the candidate sites. Only the sites with the greatest socioeconomic effects are discussed. The effects at all of the candidate sites are found in the Supplemental Socioeconomic Data Report (Socio 1996a).

**Regional Economy Characteristics.** Constructing a MOX fuel facility at any of the DOE sites analyzed would generate employment and income increases within the affected REA. Constructing the facility would require 475 workers in the peak year of construction at any site. The largest increase in regional employment (less than 1 percent) among the sites analyzed would be at INEL. A total of 964 new jobs (475 direct and 489 indirect) would be generated and regional unemployment would fall from 5.4 percent to 4.8 percent (Socio 1996a). The largest increase in per capita income would occur if the facility is constructed at INEL, but the increase would be much less than 1 percent.

A workforce of 500 would be required for fuel operation at any site. Operating the facility at INEL would generate the largest changes in regional employment (about 1 percent) while the largest increase in per capita income (less than 1 percent) would also occur at INEL. A total of 1,841 new jobs (500 direct and 1,341 indirect) would be generated the operational activities, and regional unemployment would fall to 4.4 percent in the INEL REA (Socio 1996a).

**Population and Housing.** At all of the sites analyzed, except INEL, construction requirements would be met by the available resident labor force. However, some in-migrating workers would be needed to fill specialized positions during operation at all of the sites analyzed. Increases to the population from in-migration during construction or operation would be less than 1 percent over No Action projections. Housing units, in excess of existing vacancies, would be required in the INEL ROI during construction of the project. Additional housing construction would also be required at all of the sites analyzed, except NTS and ORR, during operation to accommodate the in-migrating population. During both phases, the greatest increase in housing requirements (much less than 1 percent) would be in the INEL ROI. Historic housing construction rates indicate that there would be sufficient housing units available to accommodate the in-migrating population at all of the sites analyzed (Socio 1996a).

**Community Services.** Constructing the MOX fuel facility would increase demand for community services at INEL, but not at the other sites analyzed. However, operation of the facility would slightly increase the demand for community services at all of the sites analyzed. The effects of population growth due to in-migrating workers during construction or operation on community services at any of the sites analyzed would be minor. The following discussion focuses on the INEL and Pantex ROIs where the greatest increases in demand for community services is expected to occur.

To maintain the No Action student-to-teacher ratio of 18.5:1 at INEL, only one new teacher would be needed during construction. Nine additional teachers would be needed during operation in the Pantex ROI to maintain the No Action student-to-teacher ratio of 16.3:1 (Socio 1996a).

No additional police officers or firefighters would be needed to maintain No Action service levels at any of the sites analyzed during construction. One additional police officer and 3 additional firefighters would be necessary during operation to maintain the No Action level of service of 2.3 police officers and 2.3 firefighters per 1,000 persons in the Pantex ROI (Socio 1996a).

Projected hospital occupancy rates would increase slightly over the No Action levels at each site analyzed. Projected capacities would be capable of accommodating these small increases in patient load. No additional physicians would be needed at any of the sites analyzed during construction, however, 1 additional physician would be needed at INEL during operation to maintain the No Action service level of 1.2 physicians per 1,000 persons (Socio 1996a).

**Local Transportation.** There would be minor effects to the road networks due to construction and operation of a MOX fuel fabrication facility, but no drop in level of service. No new roads or improvements to existing roads would be needed (Socio 1996a).

*Generic Site*

**Regional Economy Characteristics.** The commercial site would require 475 and 500 workers for construction and operation of the facility, respectively. Project-related increases in per capita income and employment would be relatively small when compared to the regional economies in each REA. An analysis of the resident labor force in the REA surrounding each of the representative sites indicates that sufficient labor is available to fill these newly created positions.

**Population and Housing, Community Services, and Local Transportation.** There would be little or no population growth from in-migrating workers related to this project. Effects on housing, community services, and local transportation are expected to be similar to No Action projections.